
HALDIMAND COUNTY

Report ENG-01-2025 Amendment to Haldimand County Pedestrian Crossover and Parking Control By-laws – Broad Street, Dunnville



For Consideration by Council in Committee on February 4, 2025

OBJECTIVE:

To approve amendments to Haldimand County Pedestrian Crossover By-law 2374/22 and Haldimand County Parking Control By-law 307/02 required for the relocation of a proposed new pedestrian crossover to Broad Street West at John Street in Dunnville.

RECOMMENDATIONS:

1. THAT Report ENG-01-2025 Amendment to Haldimand County Pedestrian Crossover and Parking Control By-laws – Broad Street, Dunnville be received;
2. AND THAT By-law 2374/22 be amended as outlined in Report ENG-01-2025 to reflect the location change of a Pedestrian Crossover;
3. AND THAT Parking Control By-law be amended as outlined in Report ENG-01-2025 to reflect the changes required for the implementation of the Pedestrian Crossover;
4. AND THAT the by-laws attached to Report ENG-01-2025 be approved at a future Council meeting.

Prepared by: Judy Brown, Transportation Engineering Technologist, Engineering Services

Reviewed by: Kristopher R. Franklin, Manager, Engineering Services

Respectfully submitted: Tyson Haedrich, M. Eng., P. Eng., General Manager, Engineering & Capital Works

Approved: Cathy Case, Chief Administrative Officer

EXECUTIVE SUMMARY:

In response to the indefinite hold on the proposed expansion of Edgewater Gardens, both Ward 6 and Ward 5 Councillors have requested the relocation of the planned Pedestrian Crossover (PXO) from Broad Street East at Oak Street to Broad Street West at John Street near the Haldimand War Memorial Hospital. This relocation aims to address the increased pedestrian and traffic volumes in the area.

Staff have confirmed that the Broad Street West at John Street location is suitable for a PXO and meets all necessary warrants. While the installation of the PXO at Broad Street East at Oak Street is still pending Ministry of Transportation (MTO) approval, relocating the PXO will have minimal cost impact. However, it will necessitate restarting the MTO approval process, with new approvals not expected until 2026.

To facilitate this relocation, the existing Pedestrian Crossover By-law 2374/22, which currently includes the Broad Street East at Oak Street location, will need to be amended. The by-law will be modified to remove the Oak Street location and add the Broad Street West at John Street location. Additionally, various regulatory signage and parking restrictions will be required to support the new PXO location.

BACKGROUND:

In 2016, the Government of Ontario enacted Regulation 402/15, establishing legislation related to Pedestrian Crossovers (PXOs). This regulation, along with amendments to the Ontario Traffic Manual Book 15 and the Highway Traffic Act, introduced various levels of PXOs, detailing required and desired components such as signage, stopping/parking restrictions, and road marking requirements.

In 2020, the first PXO in Haldimand County was installed on Main Street in Dunnville near the Farmers Market. In 2021, Council approved a program to install six PXOs in 2022 (one in each ward) and an additional six in 2023. The locations for these PXOs were determined through consultation with local Councillors and reviewed for suitability by staff.

One of the 2023 PXO locations was designated for the intersection of Broad Street East and Oak Street in Dunnville. Broad Street East, being part of Highway 3, requires Ministry of Transportation (MTO) approval, and staff have been working to meet these requirements.

An additional PXO on Broad Street West at John Street was considered, however, it was determined that the proposed expansion of Edgewater Gardens long-term care facility near Haldimand War Memorial Hospital would include this PXO in the expansion project to mitigate increased pedestrian and traffic volumes.

In 2024, the proposed expansion of Edgewater Gardens was placed on indefinite hold. Consequently, both Ward 6 and Ward 5 Councillors requested that the PXO proposed for Broad Street East and Oak Street be relocated to Broad Street West at John Street near the Hospital.

Staff had previously confirmed that the Broad Street West at John Street location is suitable for a PXO and that the necessary warrants have been satisfied. While the installation of the Broad Street East at Oak Street PXO is still pending Ministry approval, changing locations will have minimal cost impact. However, it will require restarting the MTO approval process, with approvals not expected until 2026.

One requirement for MTO approval is the passing of a by-law to implement any new PXO. Report ENG-07-2023 Pedestrian Crossover By-law and Haldimand County By-law Parking Updates established the Broad Street East at Oak Street PXO location into the Pedestrian Crossover By-Law 2374/22. This by-law will need to be modified to remove the Oak Street location and add the Broad Street West at John Street location.

In addition to the implementing by-law, various regulatory signage and parking restrictions are required to facilitate the PXO locations. The Highway Traffic Act (HTA) provides municipalities with the power to create the necessary by-laws to regulate traffic and parking on municipal roads.

ANALYSIS:

Pedestrian Crossover (PXO) By-law 2374/22 Amendments

Ontario Traffic Manual Book 15 introduced warrants for various levels of Pedestrian Crossovers including required components such as signage, stopping/parking restrictions and road marking requirements.

Level 2 Type B PXO is a crosswalk with distinct pavement markings, a side mounted and overhead mounted crossover sign and a rapid rectangular flashing beacon.

The warrants for the proposed locations were reviewed and to relocate the PXO from the Broad Street East at Oak Street to Broad Street West at John Street the following amendments to By-law 2374/22 are required:

Pedestrian Crossover By-law 2374/22 Schedule “A” to delete

Urban Area	Road	Intersection/Location	Level	Type
Dunnville	Broad Street East (Highway 3)	Oak Street	2	B

Pedestrian Crossover By-law 2374/22 Schedule “A” to add

Urban Area	Road	Intersection/Location	Level	Type
Dunnville	Broad Street West (Highway 3)	John Street	2	B

Parking Control By-law 307/02 Amendments

Ontario Traffic Manual (OTM) Book 15 provides warrants and requirements for Pedestrian Crossovers to ensure the signage, road markings and parking restrictions are applied consistently across the province.

OTM Book 15 requires no stopping zones for a minimum of 15 metres approaching a PXO and 10 metres following a PXO to ensure pedestrian are visible to oncoming traffic. It also recommends extending that to 30 metres approaching a PXO and 15 metres following a PXO, whenever possible. This parking restriction already exists on the south side of Broad Street West in this area.

The warrants for the proposed location were reviewed and to relocate the PXO from the Broad Street East at Oak Street to Broad Street West at John Street the following amendments to the Haldimand County Parking Control By-law 307/02 are required.

Parking Control By-law 307/02 Schedule “C” No Parking – Dunnville to Delete

Street	Side	From	To	Period
Broad Street	North	Chestnut Street	George Street	Anytime

Parking Control By-law 307/02 Schedule “C” No Parking – Dunnville to Add

Street	Side	From	To	Period
Broad Street	North	Chestnut Street	30 metres east of John Street	Anytime
Broad Street West	North	15 metres west of John Street	George Street	Anytime

Parking Control By-law 307/02 Schedule “B” No Stopping – Dunnville to Delete

Street	Side	From	To	Period
Broad Street East	Both	15 metres east of Oak Street PXO Crossing	15 metres west of Oak Street PXO Crossing	Anytime

Parking Control By-law 307/02 Schedule “B” No Stopping – Dunnville to Add

Street	Side	From	To	Period
Broad Street West	North	15 metres west of John Street	30 metres east of John Street	Anytime
Broad Street West	South	John Street	15 metres east	Anytime

FINANCIAL/LEGAL IMPLICATIONS:

The current approved Tax-Supported Capital Budget includes a project for the installation of a Pedestrian Crossover at the Broad Street East at Oak Street. This budget will be utilized for the revised location. Relocating the PXO to the Broad Street West at the John Street location is not expected to significantly impact the project budget.

The Roads Operations Department will maintain the signage and PXO equipment including the annual inspections required to meet the minimum maintenance standards for traffic signals. The annual inspection must be completed by a qualified electrical contractor, and future operating budgets will need to include this increased annual cost.

STAKEHOLDER IMPACTS:

Not applicable.

REPORT IMPACTS:

Agreement: No

By-law: Yes

Budget Amendment: No

Policy: No

REFERENCES:

1. [Report ENG-07-2023 Pedestrian Crossover By-law and Haldimand County Parking Control By-law Updates](#)

ATTACHMENTS:

1. Map Showing Pedestrian Crossover Location
2. Pedestrian Crossover By-law
3. Parking Control By-law